

OVERLAND CHINA MAIL
(PUBLISHED EVERY
WEEK DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to
any part of the world
\$3 per annum.

The China Mail.

YOUR PRINTING
can safely be left with the
CHINA MAIL.
SATISFACTION ASSURED.
REASONABLE PRICES.

June 13, 1921, Temperature 83.

ESTABLISHED 1845
Barometer 29.69 Rainfall 0.00 inch.

Humidity 79.

June 13, 1920, Temperature 78.

No. 18,283.

一拜禮

號三十月六年一十二百九千一英

HONGKONG, MONDAY JUNE 13, 1921

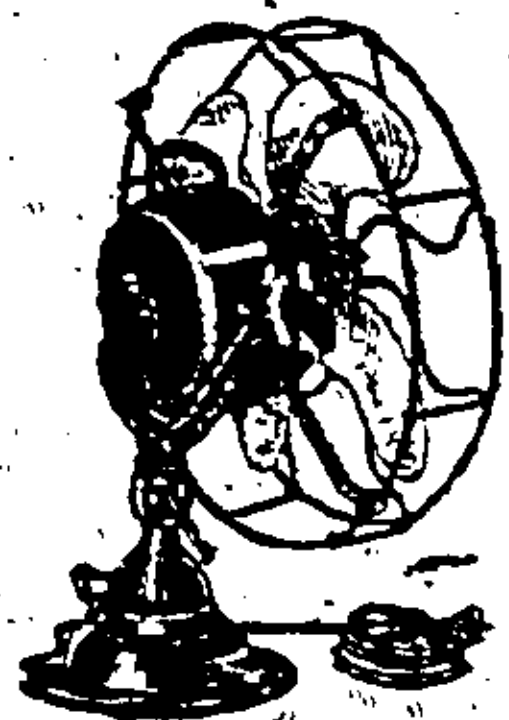
日八初月五酉辛次歲年十國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

FANS.

BE PREPARED FOR THE HOT WEATHER.
BUY NOW.



LARGE STOCKS.

THE GENERAL ELECTRIC Co. (of China), Ltd.
Queen's Buildings. Tel. 518.

DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE)
Open and Closed
CARS FOR HIRE
TEL. 482. 3552 in Hongkong and Kowloon. TEL. 482. 3552

Dana Textile Driving Belts,
Cycloid Ball Bearings,
Electric Motors,
Scientific Instruments.

FROM

THE DANISH CHINESE COMMERCIAL CO., LTD.
1A, Chater Road.

TO SMOKERS.

In spite of falling exchange and also
of higher duty, we can supply you
the following cigars at moderate prices.

LA TRAVIATA MANILA CIGARS.

Excelentes	\$4.50 25s	B. Victoria	\$9.00 100s
Especiales	3.50 25s	do.	4.75 50s
Jockey Club	4.50 25s	Londres	4.50 100s
Perfectos	3.00 25s	do.	2.50 50s

TABAQUERIA FILIPINA,
38 Queen's Road Central.

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SOLE AGENTS:
CALDBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL. TEL. 75.

DISCRIMINATING buyers look for a combination
of good taste and quality
when purchasing a
DIAMOND-WRIST-WATCH.
We have just received a
SPLENDID ASSORTMENT to meet
the most fastidious taste.
Every watch as SMALL as it is
is FULLY GUARANTEED.

ULLMANN & CO.
HONG KONG.

TO-DAY'S CABLES.

(Router's Service to the China Mail)

GREEK SHIPPING DISASTER.
LOSS OF LIFE VERY HEAVY.

ATHENS, June 12.
It is now stated that the "Boubolina" was requisitioned by the Greek Government. Only 21 passengers, five Greek soldiers, and eight men were saved.

EXPRESS TRAINS COLLIDE.
TWENTY KILLED AND EIGHTY INJURED IN SPAIN.
MADRID, June 12.
Twenty persons were killed and 80 injured in a collision between the express trains from Madrid and Toledo.

BELGIAN COTTON WAGES REDUCED.
BRUSSELS, June 12.
The closing of the cotton mills at Ghent was averted by the men consenting to a reduction of wages.

BELGIAN CROWN PRINCE.
COMING VISIT TO JAPAN.
BRUSSELS, June 12.
The Libre Belgique announces that the Belgian Crown Prince Leopold shortly visits Japan.

FRENCH FAITH IN VERSAILLES TREATY.
PARIS, June 12.
At the opening at Geneva of the International Congress of Societies for the League of Nations, the Rector of the Paris University, the French delegate stated that the present international difficulties could only be solved through the Versailles treaty.—Havas.

JAPANESE CROWN PRINCE.
EMBASSY DINNER TO FRENCH PRESIDENT.
PARIS, June 12.
The Japanese Crown Prince was the guest at luncheon at Chantilly of the Franco-Japanese Society. The Prince gave a dinner at the Japanese Embassy in honour of the French President and Madame Millerand.—Havas.

AN ANGLO-FRENCH ALLIANCE.
PARIS, June 12.
Reports unofficially circulated in France and England about a possible Anglo-French Alliance are receiving wide and favourable comment by the French press.—Havas.

OPIUM SMUGGLING.

A NOVEL METHOD.

CHEST ANCHORED IN HARBOUR.

A novel method of smuggling illicit opium was brought to light last night when a chest containing 292 lbs of the drug was found anchored to a large stone in the bed of the harbour about 50 yards from the pier at Stone Pier in Wanchai. The haul was made as the result of certain information received by Chief Preventive Officer Watt, who set out at dusk with Chinese revenue officers in a motor boat to search for the hidden opium. Dives were repeatedly made without result, and just as the search was about to be given up after an hour's strenuous work, one of the Chinese R.O.'s located the chest. It took many more dives to sever the chest from the stone and lift it with ropes. The opium is described as of excellent quality and valuable. Detectives were put on duty on the pier all night to wait for the smugglers, but apparently they had received warning, for they did not come. There is no clue as to where the opium came from or who the smugglers are, but the police hold the opinion that they are members of a diver gang responsible for most of the smuggling in Hongkong.

HUNG HOM STATION.

MAY BE ABOLISHED.

In reply to an inquiry by a China Mail reporter to-day Mr. Winalow, the general manager of the British Section of the Kowloon-Canton railway, said that the closing of Hung Hom Station was due to the fact that the building was hopelessly out of repair. "It was only a temporary structure and the question of abolishing the station altogether was being considered."

One case of plague, one case of diphtheria, and one fatal case of enteric fever, all Chinese, were reported on Saturday, also one case of enteric fever, British.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Yatshing," Captain D. Skinner, 1,424 tons, arrived this morning at 6 a.m., from Singapore with 750 tons of general cargo and 129 bags of mail.

The s.s. "Canada Maru," Capt. M. Sekiyo, 5,759.79 tons, arrived this morning at 6.15 a.m., from Nagasaki with 247 tons of porcelain and 27 bags of mail.

The s.s. "Seaming," Capt. H. A. Wavell, 1,570 tons, arrived this morning at 6.45 a.m., from Amoy with 630 tons of general cargo.

The s.s. "Tikini," Capt. J. E. Boys, arrived this morning at 7 a.m., from Amoy with 3 bags of mail.

DEPARTURES.

The s.s. "Shintoo," Capt. Foynes, sailed for Foochow at noon to-day with 800 tons of general cargo.

The s.s. "Mentor," Capt. Haselwood, sailed for Yokohama via Shanghai at 4 p.m. to-day.

The s.s. "Kueichow," Capt. Ritchie, sailed for Tientsin via Weihaiwei at 5 p.m. to-day with 1,500 tons of general cargo.

The s.s. "City of Madras," Capt. Gray, sailed for New York via Hilo at 6 p.m. to-day with 580 tons of general cargo.

CLEARANCE.

The s.s. "Pakwa," Chl. cleared to-day and will sail for Hothlow at daylight to-morrow.

The s.s. "Tanzania," Chl. cleared to-day and will sail for Hothlow at daylight to-morrow.

The s.s. "Chusan," British, cleared to-day and will sail for Bangkok via Saigon at daylight to-morrow.

The s.s. "Hailong," British, cleared to-day and will sail for Foochow, Amoy, and Swatow at noon to-morrow.

The s.s. "Mechanic," British, cleared to-day and will sail for London via Southampton at noon to-morrow.

THE DOLLAR.

To-day's closing rate 2/7 3/8
To-day's opening rate 2/7 3/8

SPECIAL CABLES.

JAPAN ALLIANCE.

CHINESE CHAMBER OF COMMERCE PROTESTS.

A BOYCOTT THREATENED.

[China Mail Special.]

SHANGHAI, June 13.
The Chinese Chamber of Commerce has telegraphed broadcast all countries protesting against renewal of the Anglo-Japanese Alliance in any form whatsoever. The Chamber has also sent telegrams to The Times, The Manchester Guardian, and the Daily Herald embodying a threat of retaliation against Britain by means of a commercial boycott in the event of renewal. Other Chinese commercial bodies have similarly telegraphed various parliaments pointing out that the Alliance is calculated to aid the scheme of Japanese Far Eastern expansion.

PEKING WAR LORDS.

STUDENTS' DENUNCIATION.

A CHINESE REIGN OF TERROR PREDICTED.

[China Mail Special.]

SHANGHAI, June 13.
The National Students' Union has sent long telegrams to similar bodies and other organizations in each province denouncing the Peking Government as a bogus administration under Japanese control opposed to the people's will, and predicting the duplication in China of the French reign of terror.

VLADIVOSTOK COUP.
YOURIN BLAMES JAPAN FOR SIBERIAN UNREST.

[China Mail Special.]

SHANGHAI, June 12.
Mr. Yourin, the Foreign Minister of the Far Eastern Republic has addressed a note to the Japanese Government and people accusing Japan of responsibility for the Vladivostok coup and Siberian unrest generally.

\$5 FOR BLACK EYE.

HUSBAND ASSAULTS WIFE.

AFRAID TO RETURN HOME.

An ugly blackeye formed part of the evidence a Chinese woman brought against her husband before Magistrate Lindell this morning when she charged her spouse with assault. She said that her husband and some friends celebrated the dragon boat festival with plenty of samshu. When he became quarrelsome in his cups, she remonstrated with him, only to receive a black eye and to be kicked downstairs.

The husband said that it was the wife who got drunk. She abused him in the presence of his friends. When he told her to be quiet, she struck him and then ran to the staircase and blew a police whistle. She could not stand straight and fell down the stairs, receiving the black eye in the fall. He did not touch her.

After examining the woman's eye, the Magistrate decided that it must have been caused by a fist, and fined the defendant \$5.

Defendant was also ordered to pay his wife \$5 compensation.

The wife: What shall I do now. I dare not return home. He might kill me for bringing him to Court.

The Magistrate referred her to the charge-room inspector.

Among the passengers who left by the Pacific Mail s.s. "Olympia" on Saturday for San Francisco were Dr. N. Bercovitz of the American Presbyterian Mission at Hailan, with his wife and three children; Mr. F. L. Reed, assistant manager of the Standard Oil Co., Saigon, returning home on vacation; Mr. F. J. Hobson, Jr., representative for China of the American Metal Co., New York; Mr. Wm. J. Carroll, manager of Carroll Bros., Hongkong, with Mrs. Carroll on a pleasure trip to the States; Captain W. R. Private Secretary to H.E. the Governor of Hongkong; Dr. R. B. Fellow of the American Presbyterian Mission at Hailan; K. Wang, and Mr. T. Lee.

BUSINESS NOTICES

Raincoat Specials. FOR ONE WEEK.

Mattamy Raincoat	Reg. \$30.00	To-day \$25.00
Currie's Light & Heavy Quality	Reg. \$48.50	To-day \$40.00
Anderson Heavy Quality	Reg. \$38.50	To-day \$30.00

All sizes in stock. All Coats are guaranteed New Stock and Waterproof.

MACKINTOSH

& CO., LTD.
Men's Wear Specialists.
16, Des Voeux Road. Telephone 29.

WE ARE NOW CARRYING
STOCKS OF HIGH CLASS
DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road. Tel. 845

"ENSIGN BRAND" TEAS.

BROKEN-PEKOE (IT'S WORTH DRINKING).

THE FINEST OF ITS KIND
SOLD IN THE COLONY.

One-pound Packets from Store-keepers.

The Blue Bird and

The Graeco-Egyptian Tobacco Store.

Or from

The Gladale & Terramia Tea Agency.

DANIELS & CO., 17, Wyndham (Flower) Street.

ESTABLISHED 1900.
TELEPHONE 2843.

TAILORING

DISS BROS.
ALEXANDRA BUILDINGS.

JUST RECEIVED

A LARGE CONSIGNMENT OF

KODAKS

FILMS & ACCESSORIES

ALSO

DEVELOPING & PRINTING

BY EXPERTS

WITH

PROMPT SERVICE

AT

THE WING ON CO., LTD

UNIVERSAL PROVIDERS

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THE FOX PORTABLE.

Best Machine in the World.
INSPECTION AT A. TACK & CO.
HALL, LAW & CO., Sole Agents.

DONNELLY & WHYTE.

WINE MERCHANTS.

TEL. 234.

TEL. 232.

NOTICES

G. FALCONER & CO., LTD.
WATCHMAKERS & JEWELLERS.


Hotel Mansions.

**Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.**



**AUSTRALIAN
ZINC**

Those interested in Australian Zinc are invited to get into communication with the Zinc Producers' Association Pty. Ltd. in Melbourne or London.

Electrolytic Zinc  Brand Containing about 99.9% Metallic Zinc (99.7% guaranteed)	High-Grade Zinc Dust Containing about 99% Metallic Zinc
Spelter  Brand Containing about 98.7% Metallic Zinc	Zinc Concentrates Various Grades

The Sole Selling Organisation for the above Australian productions is,
Zinc Producers' Association Proprietary Ltd.
 Collins House, 360 Collins Street, Melbourne, Australia

London Address—Pitman Hall Austin Friars, London, E.C.2	Cable Addresses—Zincum, Melbourne Zincproth, London.
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—Indian Vegetable Seeds in Collections.

As the utmost care and attention exercised by us in growing Tropical Vegetables to obtain pure, plump and fertile seeds of highest perfection and to collect them in all seasons thoroughly testing their germinating power before supplying from our large well equipped stores have placed to foremost in rank to send out seeds in large quantities, throughout the Empire, and to the various Colonies and Foreign Countries, and to our customers only that they might readily see how much the storebought seeds are true. The following special collections are all liberally filled in and packed in hermetically sealed boxes for export.

Collection	for a Family Garden	price
"	"	" 10
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LONG HING & CO., PHOTO SUPPLIES.
Kodak and Kodak Film, &c. &c.
DEVELOPING & PRINTING A SPECIALITY.
No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

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THE HONGKONG HOTEL CO., LTD.

OPERATING:-

THE HONGKONG HOTEL,
HOTEL MANSIONS.
THE REPULSE BAY HOTEL,
AND THE
HONGKONG HOTEL GARAGE.

THE PEAK HOTEL

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

(Two minutes from
Star Ferry.)

PALACE HOTEL

ROWLOON

Recently removed and refurbished. electric light and hot throughout and entirely under new management. Cuisine under the personal supervision of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to families on application to.

Telephones K 3. Telegraphic Add.: "PALACE".

J. H. O'KERRY, Proprietor.

SOLE AGENTS
NITRU, BUSSAN KAISHA.

HOTEL "ASIA"

WEST BUND. CANTON.

Leading Hotel in South China.

First class Accommodation. Electric Lights, Fans and
Elevators. Roof Garden. Hairdressing. Saloon.
Splendid Views of City and Pearl River.
Excellent Cuisine. Moderate Rates.

Under the Management of the
SUN CO. LTD. CANTON

KING EDWARD HOTEL
CENTRAL LOCATION.
ALL ELECTRIC TRANS FROM KITCHENS, Electric Lifts, Fans and Lighting, European Bath and Sanitary Fittings, Hot and Cold Water System throughout. Best of Food & Service.
Telephone 614. Cable address "K. E. H."
J. WICKHILL, Manager

FRENCH LESSONS
G. MORTON
12, MADISON AVE. N.Y.C.

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.
Coal Contractors
General Brokers.
PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction,
(for account of the concerned),
OR

TUESDAY,
June 14, 1921, at 2.30 p.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Lee Horse Street.
AN ASSORTMENT OF
Superior Household Linens, &c.,
Comprising—
Sheeting, Pillow Cases, Bed Valances,
Table Cloths, Serviettes, Glass and
Kitchen Cloths, Bath Sheets and
Towels, Handkerchiefs, Ladies' and
Gent's Handkerchiefs,
&c., &c., &c.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, June 9, 1921.

(For account of R. J. HUNTER, Esq.)
on
WEDNESDAY,
June 15, 1921, at 10.30 a.m.,
at 58, Nathan Road, Kowloon.

THE
Valuable Household Furniture,
Comprising Bedroom and Dining Suite,
China Glass, Cutlery, &c.
(Full Particulars from Catalogue).
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, June 8, 1921.

Clover's
Famous
Dog
Remedies
Learn the Cure and Prevention of
the diseases of your dog.
Book on "Dog Diseases and How to Cure"
Sent free on request.
H. Clay Clover Co., Inc.
118 West 31st St.
New York, U.S.A.
Agents: **HUGHES & HOUGH**
4000 1st, 1st, 1st

FANCY DYEING
IN
SHADES
TO MATCH YOUR
COSTUME

Stockings, Laces, Nets,
Chiffons, Fringes,
Braids, Tassels, etc.

Our established reputation
as Expert Dyers insures per-
fect matching of shades and
proper treatment of delicate
or rare expensive fabrics.

ALFRED HARDY & CO.

DYERS
and
DRY
CLEANERS

Agents:
DISS BROS. TAILORS.

MARTIN'S
APOLAR
PILLS
A French Preparation for the Cure of
all the Diseases of the Urinary
System, such as Gleet, Stricture,
Gravel, Catarrh, etc., etc.
It is a powerful and reliable
remedy, and is sold by all
Chemists and Druggists.
MARTIN'S
APOLAR
PILLS

INTIMATIONS.

"THE BRITISH LEGION."

A GENERAL MEETING will be
held in the CHAMBER OF
COMMERCE ROOM, CITY HALL,
at 5.30 p.m. TO-DAY, the 13th of
June, of those who attended Major-
General Sir G. M. KIRKPATRICK'S
Meeting of Ex-Servicemen on April
21st, 1921, and signified their in-
tention of joining "THE LEGION," and
of those who have since joined. To
receive the Report of the General
Committee appointed at that Meeting.
Hongkong, June 8, 1921.

HONGKONG JOCKEY CLUB.

THE NEXT GYMKHANA is fixed
for June 25th, 1921.

Draft Programmes and Entry Forms
may be obtained at the Race Course,
Hongkong Club, Causeway Bay Stables,
and the Office of the Jockey Club in
Hongkong Club Annex.

Entries close Tuesday, 14th June, but
it is requested that they be sent in
earlier if possible.

Hongkong, June 9, 1921.

HONGKONG JOCKEY CLUB.

Larsen Subscription Grindings.

MEMBERS wishing to subscribe for
one or more Larsen Subs for the
Official Meeting 1922, (if obtainable at
about the same price as last year—
£8.000—) will please apply in writing
to the Undersecretary or sign the List
posted in the Hongkong Club, Jockey
Club Stables and the Coffee Room at
the Race Course.

As owing to Political troubles in
Mongolia there may be difficulty in
obtaining posters, an early application
is considered advisable, and it is pro-
posed to close the Lists on June the
23rd.

H. BIRKETT,
Clerk of the Course.
Hongkong, June 10, 1921.

IMPORTS AND EXPORTS OFFICE.

THIS OFFICE will in future be entirely
CLOSED ON SATURDAYS at 1 p.m.
N. L. SMITH, Superintendent,
Imports and Exports.
Hongkong, June 9, 1921.

Chamber of Commerce Room
(CITY HALL).
14th & 17th June,
at 5.45 p.m.

VIOLIN & PIANO RECITAL.
Vladimir
Siroldo
Violin
Virtuoso
and
Harry Ore
Pianist Composer.
TICKETS AT ANDERSON'S
at \$3, \$2 & \$1.

St. John's Cathedral
THURSDAY,
June 16th,
at 9.15 p.m.

ORGAN RECITAL.
Vocalist:
Miss Jean Lowson.

KERMATH
Smooth and Steady.
Neither your boat nor your engine
will make it pleasant if your engine
is a Kermath. The Kermath has
practically no vibration; it runs
with extreme smoothness.
This is the secret of the great
dependability of the Kermath and
of the unusual economy of fuel.
4 to 10 H.P. 4 cylinder 4 cycle
Engines only.
Price: \$240-425, Delivered.
Jardine, Matheson & Co.
HONGKONG CHINA.
Kermath Manufacturing Co.
Detroit, Michigan.
Cable Address: KERMATH.

WANT
ADVERTISEMENTS

35 WORDS 5 INSERTIONS.
\$1. PREPAID.
Every additional word 4 Cents
for 5 insertions.

TO LET.

TO LET.—Apartment FURNISHED
or UNFURNISHED.—Apply "X"
care of "CHINA MAIL."

FOR SALE.

FOR SALE.—ONE or TWO LOTS of
LAND in Jordan Road, Kowloon,
about seven minutes by Road from
Ferry. For plan & further particulars
apply Box 1235, c/o "China Mail."

SALE by tender of W.D. Vessel
"HERCULES"

TENDERS are invited for the pur-
chase of the above named vessel
with Engines and Boilers and various
spare stores.

Tender forms will be issued on ap-
plication to the undersigned.

Tender forms to reach the Ordnance
Office, not later than 12 noon 12th
July, 1921.

The vessel is now lying at R.A.S.C.
Pier and can be viewed on production
of form of tender to the Officer in
charge Transport, R.A.S.C.

Particulars of the vessel are:—

Steam vessel.
Displacement tonnage 170.
Length... 85 feet.
Beam... 11 feet 2 inches.
Depth... 10 feet 3 inches.
Horse Power... 330.
Knots... 10.
Working pressure per
square inch 130 lbs.

Engines by Cox & Co., Falmouth.

Vessel built at Falmouth.

Construction of vessel. Wood up to
water line, iron plated above.

Approximate carrying capacity:—

25 Tons or 100 Passengers.

E. G. SPINKS, CAPTAIN,
Ordnance Officer.

R. A. O. C. Depot,
Queen's Road East.
Hongkong, June 10, 1921.

NOTICE.

NOTICE IS HEREBY GIVEN that
the management of the firm of
Messrs J. ULLMAN & CO. has been
taken over by Mr. RENE M.
ULLMAN.

Hongkong, June 2, 1921.

ECLIPSE WONDERS.

ANIMALS MISLED.
TWILIGHT AND BIRD'S EVENING
BEFORE LUNCH.

The annular eclipse of the sun on
April 8 was by general consent a
thorough success. The phenomenon
created great public interest, and the
conditions for observation were per-
fect, says a home paper of April 9.

It took place at an hour when
thousands of Londoners were on their
way to their day's work, and was
watched from trains, tramway-cars,
and omnibuses as much from streets
and houses. There was a great de-
mand for smoked and coloured glass
and photographic negatives whether
of glass or film. Many people carried
pieces in their pockets and when-
ever they pulled them out a little
knot of spectators would gather and
ask to be allowed to borrow them.
An ex-soldier in Trafalgar Square
charged 2d. per head for a look
through his veiled glass. A cinema
firm gave away pieces of film which
served the turn equally well, and a
resourceful taxi driver smoked the
lens of his head-lamp and placed it
at the service of his patrons. Tea-
chers and pupils assembled in the
play-grounds of many schools for a
lesson on the unaccustomed sight.

Railway guards were in great
demand at Waterloo and other Lon-
don termini, for the red and green
glass on their lamps provided just
the protection the eyes required in
watching the eclipse. Interesting
effects of the eclipse included—
Reduction of the daylight to twilight
for several minutes; fall of several
degrees—in the air temperature;
Venus seen with the naked eye as a
present; Mercury as a half-moon;
sun reflections under trees seen as a
present, instead of as a circle; fall of
38 degrees Fahrenheit of the solar
radiation; birds began to sing their
evening song.

ENDED TO THE SECOND.
Officials at Greenwich Observatory
had a busy time. The largest tele-
scope is unsuitable for solar observa-
tion owing to the flood of light, but
four of the smaller instruments were
in use throughout the eclipse, and
throughout one of them an electric
foot-thompson equatorial, a French
representative saw the eclipse during
its closing phases.

Silence reigned in the Royal Obser-
vatory save for the solemn ticking
of the sidereal clock and the
gentle murmur of the mechanism
which kept the telescope moving
with the sun. The observer lay
back in a deck chair, with his head
glued to the eye-piece. Every minute
or two he leaped from his seat to
consult the clock and jot down hun-
dred notes.

The eclipse ended, as it had begun
within a second of the time that had
been predicted—a triumph for the
mathematical exactitude of astron-
omers when dealing with calculations
which affect billions of miles of space.
"It was a great success from a
spectacular point of view," said an
official at the Royal Observatory.

ELUSIVE ANNULUS.

Writing from Malaga, Inverness-
shire, a correspondent says:—

It was all still and silent in this
little fishing village when I set out
at about 7.30 to watch the eclipse.
The sky was wonderfully clear and
blue as I left the road and climbed
one of the rain-sodden hillsides to
the south of the town. I first recog-
nised the moon through my dark
screen about 8.50; it resembled a
bite out of the sun. I heard the
sounds of bird life about 9.20. A
couple of seagulls screamed out as
they flew near by. Ten minutes or so
later I noticed that the grass and
heather-covered hill slopes in front of
me had assumed a velvety green hue
and the brown heather had become
almost black.

I had been watching for more than
an hour and a half when I felt my-
self becoming distinctly colder. I
decided to put on gloves, and was
just about to take my eye away from
the screen when I reminded myself
how easy it would be to miss the
annular phase, which would last
less than two minutes. These
thoughts were running through my
mind when a wonderful
sight was present to my gaze. The
thin crescent on the left of the sun
suddenly rushed "both ways" and
formed into a circle. This was the
annulus. I quickly pulled away the
screen, immediately saw Venus to
the left of the annulus. She was easily
visible to the naked eye. I looked
for Mercury, but could not find him.
I took out my field glasses and took
for years in the west, and just caught
one glimpse of Mercury, but could
not see him with the naked eye.

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GEORGES CARPENTIER.

MP'S CHALLENGE.

Georges Carpentier was a visitor
to the House of Commons where, as
the guest of Sir Philip Sassoon, he
occupied a seat in the special gallery.
He was introduced to the Prime
Minister, and read several of the
members, including Commander

Kenworthy, who was at one time
an amateur boxing champion of the
New York. Commander Kenworthy in-
vited the French boxer to meet him
in a 30-second exhibition, sparring
contest in one of the committee-
rooms of the House, admission limited
to members of both Houses at a
guinea a head, the proceeds to be
given to French and English charities.
Carpentier, however, explained
that he had only come to London for
a day or two en route to the United

States, where he is to box Dempsey
for the championship of the world
on July 5.

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BIRTHS.

SOUSA.—On June 6, at Shanghai.

to Mr. and Mrs. J. M. C. de

Sousa, a son.

CORE.—On June 7, at Shanghai.

to Mr. and Mrs. Charles H.

Core, a son.

GALLOP.—On June 7, at Shanghai.

to Mr. and Mrs. H. B. Gallop,

a son.

KERR.—On June 4, at Shanghai.

to Mr. and Mrs. W. H. Kerr,

a son.

MARRIAGES.

LEITAO-GRIBOVSKY.—On June

4, at Shanghai, Anna Gribov-

sky to Edward Leitao.

CLARK-BRAND.—On June 4, at

Shanghai, Andrew James Clark,

eldest son of the late James

Clark, C. M. Customs, Shang-

hai, and Alice Brand of Shang-

hai.

GORDON-LANG.—On June 4, at

Shanghai, John Lockhart Gor-

don to Margaret Isabel, eldest

daughter of Mr. Archibald Lang.

DEATH.

WILSON.—At Shanghai, on June 6,

1921, Adeline Burrows, dearly

beloved wife of G. C. Wilson,

in her 71st year.

The China Mail.

TRADE, JUSTICE, PUBLIC SERVICE.

[HONGKONG, MONDAY, JUNE 13, 1921.]

AN OFFICIAL TWIST.

The official mind everywhere gets
at least one queer link in it, a strange
link towards unnecessary and unde-
sirable secrecy. It prefers to work
by stealth and flutters angrily to
find it done. It moves in mysterious
ways its wonders to perform, as the

paymaster whose wishes should be
respected. It should as a matter of
fact be allowed some voice in the
choice of the time. But its
bureaucrats frequently show them-
selves averse from so much as an-
nouncing the title of the time they
have chosen.

THE JAPAN ALLIANCE.

How little the full world importance
of the Anglo-Japanese Alliance is
appreciated by the British public,
much less by Empire statesmen, is
shown in the one instance by the
popular belief that renewal of the
agreement affects only the high con-
tracting parties, with the possible
addition of the United States, and
in the other (to take but one example)
by the recent remark from the lips
of General Smuts that the treaty has
no overruling interest for South
Africa. Both these woefully mistaken
viewpoints serve to give force to the
earnest appeal made by Mr. Ormsby
Gore, M.P., that all the cards should
be thrown on the table and the
problem be treated as a whole in the
full light of day. The matter is one
of vital concern not only to South
Africa but to every part of the
British Commonwealth—nay to the
whole world—for no issue could more
clearly indicate the future of the
League of Nations or have a more
important influence on the relations
between the two greatest world forces
to-day, the British Empire and the
United States of America.

In an Anglo-Japanese declaration
signed at Spa on July 8, 1920 and
forwarded by the British Foreign
Office and the Japanese Government
to the Secretariat of the League of
Nations for registration, it was an-
nounced that the governments of
the two countries had come to the
conclusion that the existing Anglo-
Japanese Alliance "though in harmony
with the spirit of the Covenant of the
League of Nations" was not entirely
consistent with the letter of that
Covenant, "which both governments
earnestly desire to respect." Accord-
ingly they had the honour jointly to
inform the League that they now
recognised the principle "that if the
said agreement be continued after
July 1921 it must be in a form which
is not inconsistent with that Cove-
nant." These views, at first sight so
admirable, unfortunately acquire a
note of insincerity, if not actual
hypocrisy, when read together with
the treaty, not one provision of which
could not be safely left to the League.
Indeed, what is even more fatal to
these noble sentiments, certain of
the main provisions would seem to
usurp the peculiar functions of the
League, notably several of the fol-
lowing stipulations:—

The consolidation and main-
tenance of the general peace in the
regions of Eastern Asia and of
India; (b) the preservation of
the common interests of all the
powers in China by insuring the
independence and integrity of the
Chinese Empire and the principle
of equal opportunities for the
commerce and industry of all
nations in China. (a) The main-
tenance of the territorial rights of
the high contracting parties in the
regions of Eastern Asia and of
India, and the defence of their
special interests in the said
regions.

As any revision of the treaty to make
it consistent with the spirit and
letter of the Covenant must inevit-
ably eliminate provisions that pre-
sume to govern the independence
and integrity of a nation without
reference to the League, much less
to the country concerned, the only
plausible excuse left for renewing
an alliance never popular at home
and frankly offensive to India and
Australia is contained in the following
Article:—

If by reason of an unprovoked
attack or aggressive action
wherever arising on the part of
any other Power or Powers, either
high contracting party should be
involved in war in
defence of its territorial rights
or special interests mentioned
in the preamble of this
agreement, the other high con-
tracting party will at once come
to the assistance of its ally, and
will conduct the war in common
and make peace in mutual agree-
ment with it.

With Russian and German aspira-
tions in the Pacific finally dead,
this clause, probably the most pro-
fitable cause of the harmful rumours
in China that Britain is the sinister
power behind Japan, becomes to all
practical purposes quite meaningless,
for even if war between Britain and
America were not impossible, no British
Government, however reckless or un-
principled, would for a moment
risk the inevitable storm of popular
disaffection at home and in the Do-
minions that would make its downfall
as swift as sure, by attempting to
honour such an undertaking if it
meant even an open breach with
America, let alone actual hostilities.

To-day Britain and America are
the two most powerful nations on
earth. Between them they rule more
than half the world, command the

sea, control credit, and dominate
industry. Whether these two great
nations are to work in harmony in
shaping the future of the world or
whether they are to ignore their
wonderful opportunity and waste
their vast resources in a criminal
race for world power the fate of the
Anglo-Japanese Alliance may largely
determine. That the Alliance con-
stitutes one of the sole remaining
barriers to complete Anglo-American
understanding is shown by Putnam
Weale's avowal that "he found in
America general agreement with the
statement of Senator McCormick that
though possibly Britain and Japan
could make a treaty acceptable to
the American Government they could
not make a treaty acceptable to the
American people who would decide
the American policy in the last
analysis."

With the Alliance no longer de-
fensible now that Russia has ceased
to be a menace to our Asiatic pos-
sessions, is it any wonder that America,
finding herself faced under the treaty
with a naval supremacy in the west
and a naval supremacy in the east,
finds it difficult to understand our
desire to renew an agreement that
is meaningless—unless directed against
herself? If war between Britain and
the United States be impossible and
the other objects of the Alliance
should properly be left to the League
of Nations (which both parties profess
to trust and support) why maintain
the Agreement any longer, is a
question to which America cannot
fail to find an obvious answer. In
view of her distrust of Japan's im-
perialism—an ambitious naval pro-
gramme can mean only one thing—
(American reason)—can we wonder
that America, views with growing
misgivings, out "seemingly strange
attitude—an attitude that could so
easily be explained—and makes no
attempt to disguise her intention of
"strengthening herself in every way
possible" against possible aggression
in the Pacific? It is of vital im-
portance, therefore, that we remove
once and for all this fatal barrier to
complete Anglo-American understand-
ing, either by placing full trust in
the League of Nations, or if that is
impossible with America not a member
by following the simple course sug-
gested by Mr. A. G. Gardiner when he
propounded the following succinct
solution of the problem:—"The
Treaty is primarily concerned with
China. In that Treaty China herself
is clearly entitled to be included.
She is at least as much concerned in
her own future as Japan and Great
Britain are. And with China, the
United States also should be a signa-
tory. The legitimate interests of
America in the Pacific and the de-
velopment of China are at least as im-
portant as our own or those of Japan,
and they have in them no element of
privilege such as that which vitiates
Anglo-Japanese policy." As it is
impossible to renew one portion of
the existing treaty without breaking
the voluntary pledge made to the
League of Nations in the 1920 Anglo-
Japanese declaration, and the other
portion is to all practical purposes
meaningless, why renew an agree-
ment that tends to stultify the League,
lays us as a nation open to serious
misconception, and jeopardises our
relations with a people chosen by des-
tiny to cooperate with us in promot-
ing the world's peace and prosperity?

How much better to give a great
impetus to the League, sweep away
misunderstanding, and strengthen the
bonds of friendship between the two
great commonwealths!

LOCAL AND GENERAL.

While bathing in a river in
Shatin village, a small Chinese boy
was drowned.

A Chinese girl was yesterday
removed to the Government Civil
Hospital suffering from opium
poisoning, from which she is ex-
pected to recover. The drug is alleged
to have been self-administered.

A Chinese who was reported to
the police on Saturday as missing
from his home in Hongkong, was
yesterday found drowned in the
harbour. In the absence of any
marks of violence, the case is thought
to be one of suicide.

A Chinese boy knocked down by
motor car No. 284 on Bonham Road
yesterday afternoon, is now in the
Government Civil Hospital suffering
from injuries to his legs which were
crushed by the wheels of the car.
There is no information as to how
the accident occurred.

Suffering from injuries received
through being knocked down by
motor car No. 27, in Queen's Road
West on Saturday afternoon, a
Chinese boy was admitted to the
Government Civil Hospital. He
was alleged to have attempted to
cross the road in front of the car.
When the driver saw him, it was too
late to pull up, and a collision occurred.
The chauffeur rendered all
possible assistance, and himself
removed the boy to the hospital.
The patient's injuries are not con-
sidered serious, and he will be fit for
discharge from hospital in a couple
of days.

LOCAL AND GENERAL.

One case of diphtheria, Indian,
and one case of enteric fever, Chinese,
were reported on Friday.

A welcome was extended in
H.R.M.'s Supreme Court, Shanghai,
last week, by the British and American
Bar, to His Honour Justice Peter
Grain, the new Assistant Judge of
the Court. Judge Grain has been
transferred from Egypt.

Lieut. Gen. Sir James Kirkpatrick,
in command of the British Troops in
China, arrived at Port Arthur on
board H.B.M.S. "Alacrity" on May
28 from Weihaiwei. He visited the
battleground at "Nanshan" on May 30,
and left for Mukden on May 31.

A pretty wedding took place on
Saturday, June 4, at Holy Trinity
Cathedral, Shanghai, which was nice-
ly decorated for the occasion, the
contracting parties being Mr. Andrew
James Clark and Miss Alice Brand
both of Shanghai. The Rev. C. E.
Spencer officiated.

A very picturesque wedding was
solemnized at the Union Church,
Shanghai, on June 4, by the Rev. A.
N. Rowland, M.A., the contracting
parties being John Lockhart Gordon,
of the Shanghai Electric Construction
Co., Ltd., and Margaret Isabel Lang,
eldest daughter of Mr. Archibald Lang.

The passing of a number of
dragon boats on their way to
Yau-mat for the races on Friday
morning attracted a crowd on to a
Praya East bamboo wharf which
gave way under the excessive weight
throwing several persons into the
water, fortunately without serious
results.

Mr. J. S. D. Scanlan, assistant in
the firm of Messrs. Rigold, Bergmann
and Co., Singapore, succumbed to the
injuries he sustained in a motor-
cycling accident in Orchard Road when
he came into collision with a rick-
sha near Government House gates. He
never regained consciousness after
being thrown from his machine. The
deceased, who was only 28 years of
age, came from South Africa.

St. Andrew's Boy Scout troop
and the Girl Guide troops of the
Diocesan Girls' and the Kowloon
British Schools paraded at St.
Andrew's Church, Kowloon, on Sun-
day morning and were inspected by
His Excellency the Governor (Sir R.
E. Stubbs K.C.M.G.). His Excellency,
who was attended by Mr. D. Burling-
ham A.D.C., afterwards attended
service at St. Andrew's where the
preacher was the Bishop of Victoria.

Although it had been announced
that the Dragon Boat Races were to
be continued at Yau-mat on Saturday
the fixture was abandoned owing to
the fact that the necessary permission
for the second day's racing could not
be obtained from the Secretary for
Chinese Affairs. The organisers had
hoped to hand over a considerable
sum to various charities but instead
of that they will, it appears, have to
make good a deficit of several hun-
dred dollars.

The wedding of Mr. J. McCaig,
of Messrs. Jardine, Matheson, and Co.,
Tientsin, to Miss Galsley, took place
at All Saints Church, Tientsin, on the
4th June, the Rev. L. Williams
officiating. The bride was given
away by Mr. T. E. Watts, Mr. Morse
acting as best man, and Miss Evelyn
Watts bridesmaid. A reception was
held at the residence of Mr. and Mrs.
T. E. Watts, after which Mr. and
Mrs. McCaig left for Peking where
the honeymoon will be spent.

Described by the Magistrate as
a bully and a scoundrel, a Chinese
youth sentenced to fourteen days' im-
prisonment for assaulting a girl
at the water fountain at Hung-
hom and breaking her bucket, will
spend four hours of the first day of
his sentence in stocks at the scene of
his offence. Defendant alleged that
complainant hit him and he only
retaliated. The Magistrate said a young
girl like complainant assaulted you
first? You are a perfect gentleman!

The Tokyo Finance Department
announces that Japan's trade with
China during the month of May
amounted to ¥22,148,000 in exports
and ¥15,343,000 in imports, the
balance being ¥6,805,000 in favour
of exports. These figures show a
decrease of ¥1,078,000 in exports
and a decrease of ¥1,548,000 in im-
ports as compared with the corre-
sponding month of last year. From
the beginning of January to the end
of May, exports to China totalled
¥120,773,000 and imports from
China ¥63,310,000, the balance being
¥57,463,000 in favour of exports.

The Members of Council of the
Engineering Society of China, enter-
tained Mr. A. P. Wood to a farewell
dinner on Monday evening last at the
Shanghai Club. Mr. I. Tuxford, the
President of the Society, presided and
in proposing Mr. Wood's health men-
tioned that he was the second Presi-
dent of the Society in 1920 and was
again elected President for the 1921-
22 Session. Mr. Tuxford, then pre-
sented Mr. Wood with a silver bowl
from all the members of the Society,
at the same time conveying to him
the best wishes of the members for
many years of happiness for himself
and Mrs. Wood.

TROUBLE AT SEA.

CONSPIRACY CHARGE.

CAPTAIN'S AUTHORITY
FLOUTED.

TO-DAY'S POLICE COURT PROCEEDINGS.

The ten Chinese remanded by
Magistrate Lindell on extradition
warrants on charges of having been
concerned in a conspiracy to revolt
against the authority of the Captain of
the J.C.I.L.s. "Tjikembang," while the
vessel was on the high seas between
Java and Hongkong, were again
brought before the Court on Saturday.
Mr. G. H. Wakeman (Crown Solicitor)
prosecuted. Mr. M. K. Lo and
Mr. Leo d'Almada each represented
five of the defendants.

Mr. Wakeman said that the ship
was due to leave port on Tuesday,
and suggested that it would be much
more convenient if depositions were
taken before then. He could not
see any reason why this could not
be done.

The Magistrate quoted "Pigot
on Extradition" to the effect that
after arrest, "there is a pause in the
proceedings and nothing further can
be done until the requisition is
received."

Mr. Wakeman said that he did not
agree with that as there was nothing
to that effect in the Act.

Mr. Lo: If after the arrest, a
requisition is not received within
reasonable time, the Magistrate must
discharge the prisoner.

Mr. Wakeman admitted that a
prisoner could not be committed
without the foreign warrant and
requisition, but held that there was
nothing to prevent the hearing being
begun.

Mr. Lo contended that until the
requisition was received, the de-
fendants were not before the Ma-
gistrate.

He also held that it could not be
assumed that the requisition would
arrive. "If it is not sent, why should
evidence be taken?" He said that
it was "intelligent anticipation" on
the part of the Crown that the
requisition would be sent. If he
might indulge in intelligent antici-
pation also, he thought that when the
Netherlands Government received the
Captain's statement, on which
application was being made, it would
say "extradition applies only to
serious cases, and this is not such a
case."

The Magistrate said that the only
point to be decided was whether or
not requisition must be here before
the Court took evidence. The Act
did not make any provision to that
effect, although it was essential that
the requisition must be here before
the case for the Crown was con-
cluded.

Mr. d'Almada: The treaty with
the Netherlands Government provides
that 20 days might elapse before a
requisition is received.

Mr. Wakeman: It is surely to the
advantage of your clients that I
should go on with the case.

The Magistrate: I think we might
take it that the requisition will
arrive.

Mr. Wakeman: The Dutch Consul
is prepared to swear that. The 20
days mentioned by Mr. d'Almada
have been extended to 60 days for
the Colonies.

Mr. Lo said that if the evidence
was taken, it would be at the peril
of the Crown, and if afterwards he
moved for habeas corpus, he would
do so.

The Magistrate intimated that he
was prepared to hear evidence.

Mr. Wakeman said that he had not
known the case would come on that
day, and did not have his witnesses
in Court. He had attended only to
ask that a date might be fixed.

Remarking that in that case all the
discussion which had taken place
was beside the point, the Magistrate
fixed the hearing for noon to-day,
and intimated that if necessary,
he would sit late to finish the case.

TO-DAY'S HEARING.

THE CAPTAIN'S EVIDENCE.

To-day, when the hearing was
resumed Mr. H. C. Macnamara (of
Messrs. Deacon, Looker, Deacon and
Harston), watched the case on behalf
of the Java-China-Japan Lijn.

In reply to Mr. Wakeman, the
Magistrate said there was no need to
state the facts; he had seen the
Captain's statement.

In reply to the Magistrate, Mr. Lo
said he still persisted in
his objection to the Court pro-
ceeding with the case in the absence
of the requisition for extradition.
[Mr. Wakeman explained that the
"fugitives" appeared in connection
with a charge of revolt by two or
more persons on board the ship
"Tjikembang" between June 3 and
5, on the high seas, against the
authority of the master of the ship,
"Capt. Yohann Nicolaas Bouman,"
master of the Dutch s.s. "Tjikembang,"
on June 4 at 4 p.m., when on the
high seas between Java and Japan,
a Chinese boy, Lai Sang, complained
that the Japanese butler, Assam,
had assaulted him. He exhibited a
slight scratch. Witness called the
butler and asked for his version of
the matter. He also called one of
the second cooks, Wakden, but could
not find out who was really to blame.
He told the butler not to be so ready
with his hands, and sent the boy to
his cabin.]

Banished in 1917 for ten years
on a confidential warrant, one of a
gang of opium smugglers charged
this morning before Magistrate Orme
with having returned to the Colony
before the expiry of his banishment
period, pleaded "guilty," but said
that he came back to look up an
older brother to get some money to
start business in the country. Sen-
tence of eight months' hard labour
was passed.

have his injury dressed. He thought
the incident was then closed.

In the saloon, shortly afterwards,
the boy Lai Sang, came to him with
one of the passengers. They wanted
to speak about the matter and
witness told them to go out of the
saloon as it was not the proper place
to discuss these matters. In front of
all the passengers. While still in
the saloon he heard a disturbance,
aft, and saw a crowd of Chinese
passengers around the first class
gangway. He went there, and one
of the first class passengers, he was
not sure if it was the third man
before the Court, adopted a threaten-
ing attitude towards him, having a
piece of iron in his hand. The
other passengers were shouting
and yelling. Witness went back
to his cabin, got his revolver
and returned aft, with the revolver
in his hand. Near the entrance to
the engine room, he saw a number
of Chinese who seemed to be threaten-
ing two of the ship's officers.

Mr. Wakeman: What happened
then?

The Captain: I cleared the alley-
way of Chinese and went to the
bridge. On the way, I saw Lai Sang
and asked for the assistance of the
officers to arrest him, regarding him
as the instigator of the trouble. I
got hold of him but the Chinese
passengers came up again and we
were not sufficient in number to cope
with them. I had to let the boy go.
My impression is that the Chinese
passengers wanted to get hold
of the Japanese cook and
the butler. Seeing that I could
not do much in the alleyway
I sent to the bridge and discussed
with the Chief Officer and Chief
Engineer what should be done.

I went for the Chinese comrade
and told him to invite the second
class passengers to a consultation
considering that they were better to
cooperate with than the steerage
passengers. They were not so ex-
cited.

The Magistrate: It was the
passengers who had been making the
trouble, then?

Witness: I could not be sure of
that, your Worship. While they
were on the bridge, (he continued)
Lai Sang and one of the passenger
came on to the bridge, uninvited
and were sent away. I gathered that
the complaint was that it had not
been a fair fight; that two Japanese
had set upon the boy, Lai Sang.

I thought it was to punish the
two Japanese, to "pacify the
people" and had them locked
up for six hours. The second
class passengers saw that this
had been done. I thought the matter
was then settled.

Shortly afterwards, three people
came back again—one second class
passenger, the third comrade, and
No. 5 "fugitive." They said the
passengers were not satisfied with
the punishment meted out to the
Japanese. They wanted the two
Japanese handcuffed to the rail in
the midst of the Chinese passengers
and left there for 50 minutes.

Mr. Wakeman: Did you do this?
The Captain: No Sir, I refused.
I said I could not do that; I was
master, and it was not for the
passengers to say what should be
done.

The Magistrate: You refused the
dictation of the passengers.

The Captain: Yes; I also said
that if Lai Sang was not satisfied
he could always go to the authorities
in Hongkong and make a complaint.
A little later, four or five other
passengers came to me, very much
excited, and said they were not
satisfied. They would give me 20
minutes and after that the con-
sequences of what should happen
should be for me. One of them was
the fifth man before the Court. Be-
fore the 20 minutes had elapsed, we
heard a disturbance and the Chief
Officer went to see what it was
and came back with a second cook,
Satim, who had his head broken
and was bleeding considerably. A
lot of Chinese had attacked him.

We decided to place the Japanese
on another deck, away from the
Chinese. One of them, Wakdam,
had to be carried. He cried and
wept; he thought we were delivering
him to the Chinese and that he would
be torn in pieces.

The Captain added that revolvers
were issued to the officers of the
ship.

Mr. Wakeman: Was this because
you considered the ship to be in
danger?

The Captain: I considered the
Japanese to be in danger of their
lives. The witness further said that
he saw no weapons in the hands of
the Chinese passengers. The removal
of the Japanese ended the trouble.
He and the officers thought fresh
trouble was brewing, on Saturday
night, officers were posted at various
points, but the night passed without
incident. When notifying Hong-
kong of his arrival he asked that the
police might come on board as there
had been trouble on the voyage.

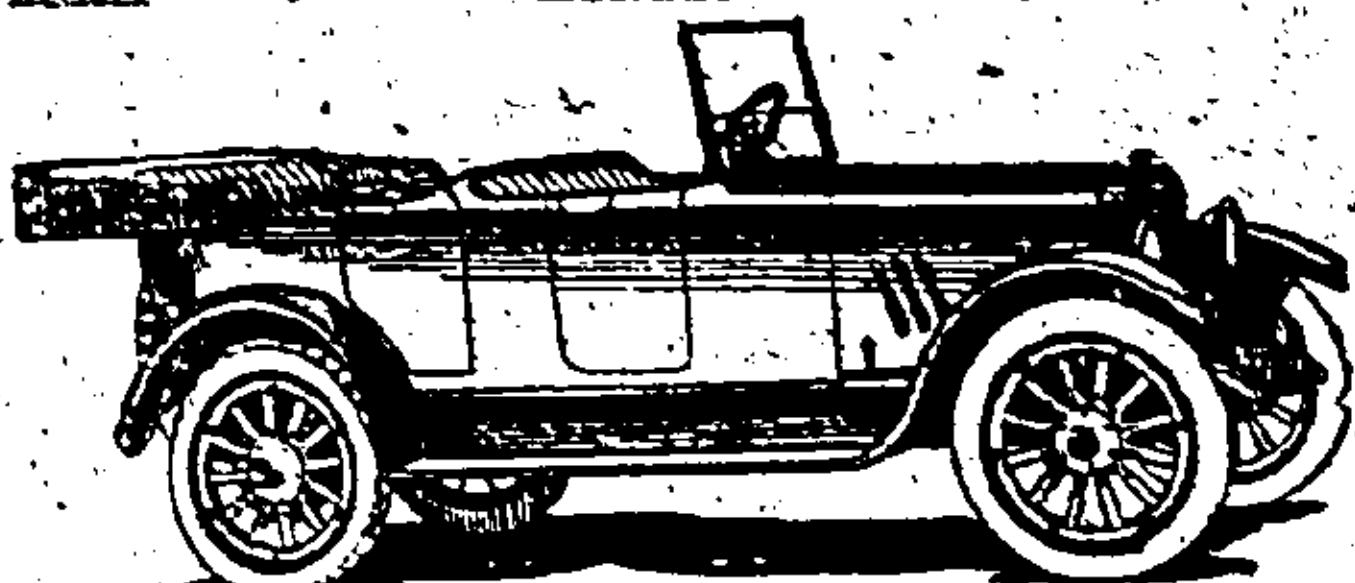
The case is proceeding.

MERCURY MOTOR CAR

CO.

59-41 Des Voeux Road Central.

HONGKONG.



OBSTINATE THIEF.

REFUSED TO SAY A WORD.

MAGISTRATE'S TREATMENT NO AVAIL.

Before Magistrate Lindell this morning, the second wife of a Kwangsi official was charged by the man's *hit* wife with the theft of a quantity of clothing, jewellery and money valued together at \$1,507.

When the charge was read out, the defendant refused to plead, and in spite of all the interpreter's attempts and the magistrate's threat to send her straight to jail, remained silent. Eventually the Magistrate called for evidence.

The complainant said that when she went to Canton for the week she left the defendant in charge of the house. On her return she found her box broken open and the property missing.

Sergeant Fallon said that he found the defendant on board the Macao boat "Chuenchow." The clothing he found in a parcel and the money and a part of the jewellery in a box. The rest of the jewellery was found by the female searcher on the defendant's person. The defendant refused to say a word.

Sentence of three months' hard labour was passed.

GUNNY BAGS.

CONTRACTS FOR SALE.

CHINESE BUYERS SUED.

Contracts relating to the sale of gunny bags formed the subject of two claims which were heard before Mr. Justice Gompertz in the Supreme Court to-day. The defendants in each instance were the Fook Chan firm who entered no defence.

In the first case H. M. H. Nemazee sought the recovery of \$8,929.66. Appearing in support of the claim Mr. F. C. Jenkin said that there was a contract between the parties for the purchase of 800 bales of gunny bags by the defendants. After the arrival of the goods a question arose as to the weight of them and, under a clause of the contract, the matter was referred by agreement between the parties to surveyors appointed by the Chamber of Commerce. The surveyors found that the goods were not under weight but the defendants only took delivery of 230 bales. The remaining 570 bales were sold by the plaintiff by private treaty and realised \$58,303. There was a loss on the transaction due to the difference between contract and market prices and this, together with charges for storage, brokerage, interest and surveyors fees made up the amount claimed by the defendant.

Evidence in regard to the transaction was given by Mr. E. T. Bunje manager of the plaintiff's import and export department. He said that the question as to the weight of the bags was only raised when the market started dropping.

His Honour gave judgment for the plaintiff.

The plaintiffs in the second case were Dodwell and Co. and they claimed \$16,000.

Mr. Jenkin said that the claim was for damages under two contracts for the sale of gunny bags. The goods were forwarded in due course but the defendant failed to take delivery. The sum claimed was \$16,000, representing the difference between the contract and market prices of the goods.

Judgment was given for the plaintiffs.

Attracted by the mewling of a cat on the ledge of a fourth-storey office window, a Saturday night crowd at Bradford gathered in the street below. There was anxiety when the animal stretched its fore-paws down over the stonework as if preparing to jump to the pavement and some men stretched an overcoat out to catch it. The cat had apparently been forgotten when the office was closed, and a fire escape was sent for to rescue it. But when the firemen arrived it had disappeared.

MURDER MYSTERY.

WIFE FINDS DYING HUSBAND.

A TRAIL OF BLOOD.

SHOT THAT NOBODY HEARD.

A mysterious murder occurred at Sookumpoo valley last night, the victim being Mr. Isaltzka, the caretaker of the Japanese crematorium who was found by his wife on the road, about 70 yards from his house, with a bullet wound in the left breast, and two stab wounds in the body. According to the wife, she left the house about 8 p.m., to go to the corner of the street to buy some cigarettes, leaving her little son in the care of her husband. On the way back, she stumbled against her husband's prostrate form. He was unable to speak, but made some gestures which she was unable to understand. He died in her arms about a minute later. On examining the house, she found that some chairs and a table had been overturned, as if a struggle had taken place. There was blood on the floor which could be traced all the way down the stairs to the spot where she found her husband. The child was in the house unharmed. Nothing had been stolen from the house, so apparently the object of the murder was not robbery. Enquiries were made amongst the neighbours, but no one heard any scuffle in the house.

The deceased's wife is unable to give the police any clue as to the cause of the murder. As far as she knew, her husband had had no quarrel with anyone.

The deceased, who was 41 years of age, had lived many years in Hongkong. A man of very genial nature, he was very popular with his nationals all of whom will regard his tragic death with deep sorrow.

DEAN INGE.

WHITE MAN AND HIS RIVALS.

OUR POPULATION MUST BE REDUCED.

Speaking on the subject of the white man and his rivals, Dean Inge, who was entertained to luncheon at the National Liberal Club, said: "I imagine that it is true that the miners are receiving help from the enemies of this country in all parts of the world. There are signs of disintegration, and I think posterity will consider it as almost incredible that we should have regarded it as legitimate and natural for a large body of men to combine together to raise a war fund by forced contributions and then suddenly to declare war, not against their employers but against the State, to demand a huge indemnity from the national Exchequer, and to wage war by the method of blockade, depriving their fellow-citizens of the necessities of life in order to starve them into surrender."

With regard to Asiatic rivals, Dean Inge said our swarming time was nearly over. Asia meant to keep her continent for herself.

The population of this country would have to be reduced. If he could see any way of reducing it without causing great suffering, or by such a horrible catastrophe as a successful blockade, and a terrible famine he would welcome it as a change in the right direction.

Our economic future was serious, and if we went on in this manner with this policy of national disintegration, which was not only anti-democratic but anti-social on the part of a section of the population, we had nothing to expect but economic ruin and universal misery.

By a majority of one, the L.C.C. refused to make a rule prohibiting tenants on their estates from keeping cockerels.

A paraffin bottle and a paraffin-soaked rag found in the "Dark Cloisters" at Westminster Abbey were first thought to be evidences of an incendiary attempt, but are now thought to have been accidentally left by a servant or a workman or to have been placed there as a joke.

LOCAL AND GENERAL.

A one-month old Chinese child was yesterday killed at No. 7, Bowring Road, through his brother, a boy aged 9, either kicking or crushing it while sleeping in the same bed.

For the unlawful possession of a revolver and a quantity of ammunition, a Chinese who arrived from America on Saturday by the s.s. "Nanking," was this morning fined \$50 by Magistrate Lindell. Another Chinese passenger by the same ship who had in his possession one revolver and 80 rounds of ammunition, was fined \$75. In both instances the contraband was provisionally confiscated for three months at the end of which time the defendants could claim it on the production of a permit from the Canton authorities permitting the taking of the arms there. The police said that several other passengers of the ship declared the possession of arms. The defendants were the only two who did not assist the police.

TO-DAY'S

ADVERTISEMENT.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

FRIDAY, June 17, 1921,

Commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street.

A Valuable Collection of Antique

China and Curios

From Sung to Ming Dynasties and

Kanghi to Tzong Periods,

comprising:

Five coloured, three coloured,

famille rose and blue and white, vases,

plates, jars, bowls, flower pots, etc., etc.

Irony, bronze, jade and agate ornaments,

bronzes, lacquered-ware, embroideries,

Old Chinese paintings, etc., etc.

On view from Thursday, the 16th inst.

Catalogues will be issued.

Terms:—Cash on delivery.

LAMBERT BROS.,

Auctioneers.

Hongkong, June 13, 1921.

TO SECRETARIES OF CLUBS AND

OTHER INSTITUTIONS.

ALL preliminary notices of forth-

coming meetings, lectures and

entertainments, sent for insertion in

the news columns of the *China Mail*,

are charged for at the rate of \$1 each,

(as announced in May and June of

last year) providing that they do not

occupy more than four lines. In

future if this space is exceeded they

will be placed in the advertising

columns at the prevailing rates.

TO-DAY'S NEW ADVERTISEMENTS.

VIOLIN TUITION.

OSWALD L. A. L. C. M. L. L. C. M.
Violinist. Intending PUPILS
Apply Box No. 1293, c/o "CHINA
MAIL."

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(for account of the concerned),

on

TUESDAY,

June 14, 1921, commencing at

2.30 p.m., at their Sales Rooms,

No. 8, Des Voeux Road, Corner of

Ice House Street,

TEAKWOOD AND BLACKWOOD

FURNITURE, BRASS AND TEAK-

WOOD TWIN BEDSTEADS,

CARPETS,

etc., etc., etc.

comprising:

Dining Suites, Chesterfield Sofas,

Arm-chairs (new), Card and Occasional

Tables, Teakwood Twin Bedsteads,

large and small Wardrobes, Dressing

Tables and Chairs, Washstands, &c.,

(Jummed Teakwood), Sideboards, Dinner

Waggon, Dinner Services, Crockery, &

Glass Ware, Cooking Stoves, Cutlery,

&c., Bath Room Utensils, Electro-plated

Ware, One American Ice Chest,

Electric Reading Lamps, Screens,

Sundry Blackwood Furniture, Chairs,

Cabinets, Pictures, &c.

Also

One large Enamelled American

Ice Chest.

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, June 13, 1921.

THEATRE ROYAL.

RUSSIAN GRAND OPERA CO.

75 PERFORMERS

Full Chorus and Orchestra

GRAND BALLET

SATURDAY, June 18th.

TRAVIATA

MONDAY, June 20th.

THAIS

TUESDAY, June 21st.

MADAM BUTTERFLY

WEDNESDAY, June 22nd.

ROMEO & JULIET

Booking Opens at MOTRIE'S on TUESDAY, June 14th.

Prices: ... \$4, \$2 and \$1.

TO-NIGHT
at 9 p.m.
precisely!THE EVENT OF
THE SEASON!

— OPENING OF —

THE KOWLOON THEATRE

with

THE GREAT AIRCRAFT SPECIAL

"THE BLUE BIRD"

by Maurice Maeterlinck.

— also —

CORONET REVIEW & VANITY FAIR COMEDY

A Splendid Programme!

Price of admission: 80 cts; children half price

TO-DAY & TO-MORROW
AT THE CORONETWEDNESDAY AT
THE KOWLOON

"THE LOST CITY"

Episodes 6, 7 & 8

Having secured an additional outlet for their films, the management of THE CORONET beg to announce the following reduction in their charges at the 9.15 p.m. performance: FIRST CLASS \$1.00; SECOND CLASS 60 cents. Children's and Soldiers & Sailors tickets will remain at 75 cents and 40 cents as heretofore.

NOTICES.

ALWAYS SOMETHING NEW
TO BE SEEN AT
LANE, CRAWFORD'S

The New Washing

SHIRTS & SKIRTS

now on show featuring the Latest Smart Styles in Striped Cotton Garbardines, Crepons, etc. are ideal for all Sports Wear.

Trustworthy in every way and stamped with such excellence of cut, make and material. These Garments are the last word in Utility, Durability, and all-round value.

NEW RECORDS

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|------|------------------------------|-----|-----|
| 3301 | WHISPERING | ... | ... |
| | "If A WIFE COULD MAKE IT SO" | ... | ... |
| 2905 | SWANEE | ... | ... |
| | MYSTERY | ... | ... |
| 3322 | AVALON | ... | ... |
| | JAPANESE SAMURAI | ... | ... |
| 2982 | IN OLD MANILA | ... | ... |
| | CORAL MOON | ... | ... |
| 2955 | LOVE NEST | ... | ... |
| | SONG OF THE ORIENT | ... | ... |

ANDERSON'S

Sole Agents:—

Suzuki & Co.

SAKURA BEER

Alexandra Buildings.
Tel. 468 & 457.

A Cheap Lamp is
an Expensive Light

BRITANNIA BEER.

Can't Be Beat.

SPECIALLY BREWED FOR

Export by the

WESTMINSTER BREWERY LIMITED

VANCOUVER, B.C.

OBTAINABLE AT

GANDE, PRICE & CO., LTD.

4 QUEEN'S ROAD, CENTRAL
HONGKONG.
Tel. 96, 123.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-CANTON LINE

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. T. Cox & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

Regular Sailings to

NEW YORK AND/OR BOSTON.

Via Suez or Panama Canal at Owner's Option.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FUMES having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR VENICE, BRINDISI, AND TRIESTE.

Via SINGAPORE, PENANG and COLOMBO.

S.S. "AQUILEIA" Sailing on or about 15th June.
S.S. "NIPPON" Sailing on or about 25th June.

FOR SHANGHAI.

S.S. "CINCIA" Sailing on or about 25th June.
Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS

FROM

CALCUTTA & COLOMBO.

Through Bills of Lading issued from Hongkong

For Freight or damage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

SIAM MARU Friday, 24th June.

BUENOS AIRES—Ride Janeiro, Santos, Maritima, Santos & Cape Town via Singapore. Passenger Service.

CANADA MARU Tuesday, 14th June.

TAI OMA MARU Friday, 18th June.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

KASADO MARU Wednesday, 23rd June.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly service.

SBI-EN MARU Friday, 1st July.

Excellent accommodation for 1st and 2nd class passengers.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan. Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

AIA-AMA MARU Thursday, 16th June.

ARIZONA MARU Wednesday, 23rd July.

NEW YORK via MANILA.

HAGUE MARU Thursday, 23rd June.

NEW ORLEANS via SUEZ.

JAPAN PORTS—Shanghai, Yokohama, Kobe.

HAYE MARU Friday, 17th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMAKUSA MARU Sunday, 19th June.

TAKAO via SWATOW and AMOY.

SOSHU MARU Thursday, 16th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

No. 744 and 745.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"CITY OF MADRAS" Via Suez Canal 13th June.

"DEUCALION" Via Suez Canal 5th July.

"CITY OF NORWICH" Via Suez Canal 12th July.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON BEISS & CO., CANTON.

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SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR

WEIHAIWEI, CHEFOO & TIENTSIN Kiangchow Today at 4 p.m.

SWATOW & BANGKOK Cebu June 14 at 10 a.m.

SHANGHAI AND FUKUO Cebu June 14 at Noon.

AMOI, MANILA, CEBU & ILOILO Cebu June 14 at 4 p.m.

SHANGHAI AND TIENTSIN Cebu June 14 at Noon.

NEWCHANG Cebu June 14 at 4 p.m.

HOIHOW, PAHOI & HAIPHONG Kiangchow June 14 at 9 a.m.

SHANGHAI & FUKUO Cebu June 14 at Noon.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent

Saloon accommodation. Electric Fans in Saloon and State

rooms. Regular schedule service between Canton, Hongkong, Shanghai

(twice weekly) and Yantai (weekly), taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

HANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

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HOME VIA CANADA.

Via SHANTUNG, NAGASAKI, (Mori) K. YOKOHAMA, VANCOUVER & MONTREAL.

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NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM HONGKONG

June 14—J.C.J.L. Tjask.

17—J.C.J.L. Tjask.

24—J.C.J.L. Tjask.

July 1—J.C.J.L. Tjask.

8—J.C.J.L. Tjask.

15—J.C.J.L. Tjask.

22—J.C.J.L. Tjask.

29—J.C.J.L. Tjask.

August 5—J.C.J.L. Tjask.

12—J.C.J.L. Tjask.

19—J.C.J.L. Tjask.

26—J.C.J.L. Tjask.

September 2—J.C.J.L. Tjask.

9—J.C.J.L. Tjask.

16—J.C.J.L. Tjask.

23—J.C.J.L. Tjask.

30—J.C.J.L. Tjask.

October 7—J.C.J.L. Tjask.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

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STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"PLASSY"	7,348	14th June	Singapore, Penang, Colombo, Aden, Port Said, Marseilles and London.
"DUNERA"	8,400	18th June	Singapore, Colombo & Penang, Singapore, Penang, Colombo, Bombay, Port Said, Mar- seilles and London.
"DELTA"	8,400	25th June	Singapore, Colombo & Penang, Singapore, Colombo & Penang, Bombay, Port Said, Mar- seilles and London.
"DILWARA"	8,400	5th July	Singapore, Colombo & Penang, Singapore, Colombo & Penang, Bombay, Port Said, Mar- seilles and London.
"BYRIA"	7,000	12th July	Maximilian, London & A.werp.
"EALYAN"	8,000	19th July	Maximilian, London & A.werp.
"KASHMER"	9,000	26th July	Maximilian, London & A.werp.
"KHYBER"	9,000	2nd Aug.	Maximilian, London & A.werp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TANDA"	6,938	17th June	Calcutta, via Singapore Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,500	26th June	Sandakan, Thursday Island, Ternville, Brisbane, Sydney, and Melbourne.
"KANOWNA"	7,000	3rd July	Sandakan, Thursday Island, Ternville, Brisbane, Sydney, and Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"TORILLA"	8,300	30th June	Shanghai and Kobe.
"DILWARA"	8,400	5th July	Shanghai only.
"SYRIA"	8,000	12th July	Shanghai and Japan.
"KASHMER"	9,000	19th July	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by R.I.S.N. Company's steamers between
Singapore and Calcutta, Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Passes for mail not more than 21 days in advance will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.
Any damaged packages must be left in the Godowns for examination by the
Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on
MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognized. No
claims will be admitted after the goods have left the Godown.

For further information, Passages, Freight, and other matters, apply to
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SEATTLE & VICTORIA OR VANCOUVER via Manila,
Kobe, Yokohama, and Japan ports.Cargo to Overland Points U.S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.KATORI MARU (omit Keelung) ... Friday, 17th June, at 11 a.m.
KASHIMA MARU (omit Manila) ... Tuesday, 15th July, at 11 a.m.
SUWA MARU ... Friday, 29th July, at 11 a.m.LONDON & ANTWERP via Singapore, Malacca, Penang
Colombo, Suez, Port Said & Marseilles.RHIZOUKA MARU ... Friday, 18th June, at 11 a.m.
KAGA MARU ... Friday, 18th July, at 11 a.m.HAMBURG, MARSEILLES, LONDON & ROTTERDAM
LIVERPOOL & MARSEILLES via Suez.

TRUYAMA MARU ... First half of July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.TANGO MARU ... Tuesday, 21st June, at 11 a.m.
NIKKO MARU ... Tuesday, 19th July, at 11 a.m.

NEW YORK via PANAMA.

TOBA MARU ... Friday 24th June.

TAKETOYO MARU ... Beginning of July.

SOUTH AMERICAN PORTS via Cape.

AWA MARU ... Sunday, 19th June.

BOMBAY & COLOMBO via Singapore.

CALCUTTA MARU ... Tuesday, 28th June.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU ... Wednesday, 2nd July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 17th June, at 11 a.m.

SHANGHAI, KORE & YOKOHAMA.

YOKOHAMA MARU ... Thursday, 16th June, at 11 a.m.

RANGOON MARU ... Wednesday, 16th June.

NIPPON YUSEN KAISHA.

K. YASUDA, Manager.

Telephone No. 222.

NOTICES TO CONSIGNEES

VEREENIGDE NEDERLANDSCHE
SCHEEPVAART MAATSCHAPPIJ
(United Netherlands Navigation Co.)HOLLAND-OOST AZIE LIJN
(Holland-East Asia Line.)

NOTICE TO CONSIGNEES

From: HAMBURG, ROTTERDAM,
LA ROCHELLE PALICE, LISBON,
GENOA & SINGAPORE.

THE Steamship

"BRILLIE"

having arrived from the above Port,
Consignees of Cargo by her are notified
that all goods are being landed at their
risk into the hazardous and extra
hazardous Godowns of the Hongkong
& Kowloon Wharf & Godown Co., Ltd.,
whence and/or from the wharves deliv-
ery may be obtained.

Goods not cleared by the 17th June,
1921, will be subject to rent.

All broken, chafed and damaged
packages are to be left in the Godowns
where they will be examined on the
16th June, 1921, at 10 A.M. by
Messrs. Goddard & Douglas.

Claims against the steamer must be
presented in writing within ten days
after arrival of steamer, otherwise they
will not be recognized.

No Fire Insurance will be effected by
the undersigned in any case whatever.
Bills of Lading will be countersigned
by

JAVA-CHINA-JAPAN LIJN.

General Agents.

Hongkong, June 10, 1921.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"TENYO MARU."

From SAN FRANCISCO, via HONO-
LULU, JAPAN PORTS & MANILA.

The above named Steamer having
arrived on Sunday, the 13th inst.,
consignees of cargo are hereby notified
to present their Bills of Lading for
counter-signature, and take immediate
delivery from alongside steamer or the
Company's Godown, where all cargo
impeding immediate discharge will be
landed at consignee's risk.
Storage will be assessed on
cargo remaining undelivered after
Monday, the 20th inst.

All broken, chafed and damaged pack-
ages will be landed into the Company's
Godown, where same will be examined on
Wednesday, the 22nd inst., at 11 A.M.

No claims will be recognized after
goods have left the steamer or Godown,
and none will be entertained if presented
later than three weeks after arrival
of steamer.

No Fire Insurance whatever will be
effected.Y. TEUTSUMI,
Manager.

Hongkong, June 11, 1921.

EARLIER TELEGRAMS

(Review's Service to the China Mail.)

ADMIRAL SIMS' SPEECH

Washington, June 11th.
Admiral Sims' leave of absence in Eng-
land has been revoked to-day. He has
been ordered to report immediately to
the Secretary of Navy.

London, June 11th.
It is not necessary to attach much
importance to the action of the American
Secretary of the Navy in ordering Ad-
miral Sims to return. This is somewhat
in the nature of a political farce, in view
of the fact that Admiral Sims' official
duties were published some time ago,
provided for departure from England to
America on June 15th.

GERMAN LONG RANGE GUNS

Berlin, June 11th.
It is semi-officially announced that
replying to the Inter-Allied General Com-
mission's note regarding the location of
the war-time long range guns, the Ger-
man Government states that seven were
constructed, four of which were destroyed
before November 1918 and the balance
scrapped during 1919.

NEW INDIA OFFICE DEPARTMENTS

London, June 11th.
The India Office has formed a new
department to deal with labour and
industrial questions in regard to India
and with such questions of a novel
character connected with India's rela-
tions to the rest of the world, which
have been created by her admission to
the League of Nations, including ques-
tions of Indian immigration, and of
rights and status arising with the
Dominions in other parts of the Empire.

TRIAL OF WAR CRIMINALS

London, June 11th.
The first Belgian war criminal case
has resulted in the acquittal of the Ger-
man student who was charged with im-
prisonment and maltreatment of Belgian
children at Grammont in 1917.

KING CONSTANTINE

Athens, June 11th.
There was an emotional scene in the
Assembly and the Premier was cheered
when he announced that King Constantine
was going to the front in Asia
Minor, on June 11th, and that he himself
was accompanying the King.

U.S. SHIPPING BOARD

Washington, June 11th.
The plans of the Administration con-
cerning the Shipping Board contemplate
the fullest co-operation with commercial
interests with a view of the elimination
of unsystematized shipping services every-
where in the world, irrespective of Amer-
ican commercial needs. The heavy
losses of the Government since the incep-
tion of the corporation will be charged
to war account.

CROWN PRINCE OF JAPAN

London, June 11th.
Baron Hayashi, the principal guest
at a dinner of the Oriental Circle of the
Lyceum Club on the occasion of the
inauguration of the Japanese section.
The company included Yoshida, Lo
Chong, Lord Lamington, and Lady
Robert Hart. In the course of replying
to the toast Baron Hayashi said that
Prince Hirohito had enjoyed more free-
dom here than over in Japan.

Paris, June 8th (delayed).

The Japanese Crown Prince attended
at Fontainebleau Palace, the celebration
of the 100th anniversary of Napoleon's
death.
The Prince witnessed to-day the Chan-
tilly races.—Haver.

SHIPPING.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ (United Netherlands Navigation Company.)

HOLLAND-OOST AZIE LIJN (Holland East Asia Line.)

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Regular monthly service between

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AND
AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN.

Steamers	Loading	For	Sailing
ALCHIBA	July	Amsterdam & Hamburg	1st July
BRILLIE	August	Rotterdam & Hamburg	6th August
RAJYA	September	Amsterdam & Hamburg	4th Sept.
TOLMANOR	October	Rotterdam & Hamburg	3rd Oct.

For full particulars please apply to—

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ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BEAMS and IRON
FOUNDERS. All work done in the establishment & guaranteed. We have
over thirty years' experience. We can do all repairs and can accommodate any work
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For further particulars apply to—
HONGKONG, April 1, 1921.

EARLIER TELEGRAMS

(Review's Service to the China Mail.)

NEW R.I. STEAMER FOR FAR EAST

London, June 11th.
The British India steamer *Mandala* will
start on her maiden voyage as a Penin-
sular liner, sailing from London with
passengers and cargo to the Straits,
China and Japan on June 10th.
The *Mandala* belongs to a group of
twelve 7,000 tons vessels of a similar
type for the Bombay-London trade.

P. & O. S. N. CO.

STEAMERS FOR
STRAITS, COLOMBO, AUS-
TRALIA, BOMBAY, EGYPT,
MEDITERRANEAN PORTS
& LONDON.

Through Bills of Lading issued for
Batavia, Peking, Gulf, Continental
America and South Africa Ports.

THE Steamship "DUNERA"

Captain Walker, carrying His
Majesty's Mail, will be despatched from
this Port on or about SATURDAY,
18th June, 1921, taking Passen-
gers and Cargo for the above Ports.
Suez and Vintennes and Tea for Italy,
France and London (under arrangement)
will be transhipped at Bombay into the
Mail Steamer proceeding direct to
Marseilles and London.

Parcels will be received at this Office
until 3 p.m. the day before sailing.
The contents and value of all packages
are required.

For further particulars apply to—
MACKINNON, MACKENZIE
& CO.,
Agents.

Hongkong, June 6, 1921.

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Dairen, Tringto, Yantai, Hankow,
Shanghai, Hongkong, Canton, Manila,
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Cable: A.L.A.B.O. 8th Ed.

Western Union and Bentley.

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A touch of rheumatism, or a twinge
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Chamberlain's Pain Balm drives away
the pain at once and cures the complaint
quickly. First application gives relief.
When a bottle of it is kept in the house
the pain of burns and scalds may be
promptly relieved, cuts and bruises
quickly healed and swellings promptly
reduced. In fact, for the household
it is just such an embolism as
every family should be provided with.
For sale by all Chemists and Store-
keepers.

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Length 757 Feet.
Length on Blocks 750 Feet
Depth on Centre of
Bldg (H.W.O.S.T.) 24 ft. 6 ins.
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Capable of Handling Ships Up
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Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius.

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T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
Via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

Steamer	Tons	Leaves HONGKONG
TENYO MARU	22,000	June 1st.
SHINYO MARU	22,000	July 1st.
PERISHA MARU	22,000	July 15th.
TAIYO MARU	22,000	July 30th.
FIBERIA MARU	22,000	Aug. 15th.

(Calling at Dairen and omitting Shanghai.)

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

Via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO
SALINA CRUZ, BALBOA, CALLAO, MOLENDINO, ARIQUA & IQUIQUE.Through Bills of Lading issued to all Overland Points to the
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Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

JAVA-PACIFIC LINE OF THE JAVA-CHINA-JAPAN LIJN

Steamer	From	Expected on or about	Will leave on or about	For
S.S. "TJISONDARI"	Java	end of June	end of June	SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have
accommodation for a limited number of saloon-passengers.

All steamers carry a fully qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the
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Sailings and Fares from the Far East to all parts of the World; will be
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HEAD OFFICE & SHOW ROOM IN PEDDER STREET.

GLEN LINE'S ENTERPRISE.

MOTOR SHIP "GLENVY."

3 1/2 YEARS' SUCCESSFUL RUNNING.

Motor shipping progress in this country owes a great deal to the enterprise of the Glen Line, under the auspices of Lord Pirie, and the interest which is attached to the development of the fleet of up-to-date ships already built and under construction for this firm is certainly augmented by records of earlier Glen Line motor vessels, says the May number of the Motor Ship.

These ships, amongst the pioneer craft inaugurating a new era in the world's maritime marine, fell short of present-day refinements in equipment, inasmuch as they represented a phase of growth which was not unassociated with experiment; at the same time, difficulties, since largely removed by added freedom of development, stood in the way of unrestricted evolution of ideas, and in these respects the "Glenavoy" represents a vessel built shortly before the transitional period when one or two notable modifications in machinery arrangements were instituted.

In particular, the compressed-air system, as regards the "Glenavoy," and similar vessels, comprises an arrangement whereby an auxiliary machine is continuously running when the ship is under way, delivering air at a pressure of 20 atmospheres to the high-pressure single-stage compressors directly driven from the main engine crankshafts. Air for blast purposes leaves the latter machines at 60 atmospheres, which is the pressure commonly employed in standard Burmeister and Wain marine plant. From descriptions of later vessels which have appeared in this journal, it will be recalled that the modern arrangement is to utilize a three-stage engine-driven compressor dealing with air direct from the atmosphere—a simplification which will readily be appreciated.

MAIN FEATURES OF HULL AND MACHINERY.

Completed at the Glasgow shipyard of Harland and Wolff, the "Glenavoy" was launched in May 1917. Her length between perpendiculars is 385 ft., whilst the beam is 52 ft. With a deadweight cargo-carrying capacity of 7,520 tons, she has a mean draught of 26 ft. The net register is 3,207.9 tons.

Harland and Wolff are responsible both for the hull and machinery, the latter being of 2,950 h.p. and built under licence from Burmeister and Wain. The twin-screw main engines are of the usual four-cycle blast-injection type, having six cylinders each and running at a normal maximum of 125 r.p.m.; for

manoeuvring purposes the plant may be slowed down to less than 60 r.p.m., thus giving a useful range of speed. The bore and stroke are 630 mm. and 850 mm. respectively. An indication of the ease of control of the machinery may be gathered when it is understood that the time taken to reverse the engines from full ahead to full astern is usually less than 30 seconds when manoeuvring.

The "Glenavoy" had completed 159,798 miles up to March of this year, and the average speed for the whole distance travelled works out roughly to 11.5 knots. Mention may be made of the fact that the mean speed for one of her return journeys to the East was as high as 12.15 knots—an excellent performance, which, although attended by favourable circumstances, reflects credit on the machinery. The average revolutions of the engines for the total period mentioned work out to 123 per minute. On the first voyage one or two short stoppages must be recorded, caused on one occasion by the presence of water in the fuel, and on another by the necessity for adjustments to the steering gear. Apart from these early occurrences, the "Glenavoy" has an excellent record of reliability, and the average speed recorded, over a period of three years and a half, renders further comment unnecessary in this direction.

Accommodation is arranged for 12 passengers amidsthips, and a comfortable saloon is situated athwartships. Cabins are arranged on the port and starboard sides, while the deck officers and engineers are provided for in the usual manner. In addition to the eight engineers, two electricians are carried on board, and the crew numbers 57 all told. Steam heating is fitted throughout, a Cochran donkey boiler being installed aft in the engine-room amidsthips. This boiler also provides steam for an emergency compressor situated between the two main engines, whilst the boiler feed-pump is driven, as usual, from the same source.

ELECTRICAL AUXILIARIES.

Although the provision of a complete system of electrical auxiliary machinery, both on deck and in the engine-room, is not to be found in every instance as regards internal-combustion-engined vessels, there are distinct signs that this practice is likely to be followed in the great majority of cases, and in this respect the "Glenavoy," in common with various other, and contemporary, motor ships, may be looked upon as a forerunner of future developments. Current is provided from two Diesel-driven generators at 220 volts. These are 150 kw. machines, built by Lawrence, Scott and Co., whilst the engines are four-cylinder four-cycle units, direct coupled and constructed by Harland and Wolff. They are designed to run at 250 r.p.m., developing 200 h.p. each. The electrical plant in the engine-room comprises a comprehensive set of pumps for all

purposes, and includes a pair of forced lubrication oil pumps for the main engines, arranged on the port side forward and delivering oil to all important bearings at a pressure of 10 lb. per square inch. One of these pumps will supply both engines, the other remaining as a stand-by, excepting in warm latitudes.

On the starboard side are fresh-water pumps for cooling the pistons, while the usual circulating pumps are provided in duplicate. Ballast and bilge pumps are also arranged in the engine-room, together with sanitary pumps and a daily-use fuel pump. The last-named plant being situated forward between the engines, and fitted for the purpose of filling two six-ton cylindrical settling tanks from the double bottoms. A third tank is arranged between the two larger ones, and is utilized for lubricating oil. The auxiliary air compressors, to which reference has been made, are on the port side, at the back of the engine, and are Diesel-driven units, with engines similar to those used for the dynamo.

On deck are ten cargo winches, a warping winch, and a windlass fitted with 100 h.p. motor by Clarke, Chapman and Co. The cargo winches comprise six three-ton units (non-reversible), two five-ton, and two seven-ton hoists, the larger types of plant being fitted with reversible motors. All the winch motors are by Lawrence, Scott and Co., who are also responsible for the steering motor and gear. The latter installation comprises a direct motor drive, with control from the bridge while in the event of breakdown the main motor may be worked from the steering position, the operator taking orders from a telegraph in the compartment.

FUEL AND LUBRICATING-OIL CONSUMPTION.

For all purposes the total fuel consumption of the "Glenavoy" is 10.68 tons a day, taking an average for her total time operated since the vessel commenced running. Allowing for the fact that a motor ship's fuel consumption decreases rather than increases as time goes on, 10.5 tons a day may be considered a fair figure for the vessel. The daily consumption for the donkey boiler is reckoned at about half a ton.

Concerning lubricating oil, it has been pointed out that in some instances the motor ship compares unfavourably, as regards consumption, with steam vessels. This point is usually seized upon by steam enthusiasts, and disseminated with much flourish. For our part, we consider that double the ordinary oil consumption would matter little to the motorshipowner, whose savings in other respects are great enough to warrant the utmost freedom with the use of lubricant. In the case of the "Glenavoy" the total daily consumption for all purposes is about 12 gallons, and we should be interested to hear of a twin-screw steamship with engines of similar horsepower, the lubricating-oil consumption of which is less than the figure we have quoted.

Altogether, 915 tons of fuel are carried on board, and the vessel usually bunkers at Singapore or Colombo. In addition to 16 tons of lubricating-oil in double-bottom tanks, cylinder and compressor oil is provided as usual. The liners are lubricated with Vacuum sight-feed pressure lubricators, worked by gear driven from the camshafts.

The "Glenavoy" operates on the Eastern run, trading between England, Japan, and China, with general cargo, while the longest non-stop stretch on the journey is between Suez and Penang, a distance of more than 4,500 miles.

Saturday saw the return of the majority of the Hongkong athletes who were among China's representatives at the Far Eastern Olympic recently held at Shanghai. A reception was given at Happy Retreat yesterday when the victorious footballers of the South China Athletic Club were the guests of honour. Championships were won by China at Shanghai in football, basketball and volleyball. The Philippines led the way by annexing the championships in track and field events, lawn tennis, baseball and swimming. Japan finished up without scoring a single championship.

SHIPPING.
THE PILFERAGE PROBLEM.
A GROWING EVIL.

The thefts of goods which have taken place in transit not only at sea, but on the railways, is a problem which has received and must continue to receive the attention of all those who are concerned with the efficiency and reliability of our transport system. Shipping interests have approached the subject from a very practical standpoint, and some very definite suggestions have been put forward in the interim report which has been issued by the Committee of the Council of the Chamber of Shipping, which was appointed to make an investigation and to suggest remedies for the prevention of pilferage. There is ample evidence that the tendency to pilferage is one of the evils legacies of the war, and that unless steps are taken to cope with an evil which has grown to extraordinary proportions a grave situation will arise.

The report reminds us that the average claims paid by seven steamship companies whose vessels are engaged in the same trade have ranged from 15 to 90 to 50 2d per ton of cargo. The fact that this difference should exist in the case of vessels trading to the same ports suggests that the lower figure must be due to a better system of tallying and watching, and the committee's report states that substantial evidence was produced before it that this was the main cause of the divergence in the figures. Undoubtedly if the lower figure would be made a common one pilferage would be reduced to proportions which would make the evil easier to handle. It is pointed out by those who have conducted the inquiry that great importance attaches to tallies when goods are being discharged into lighters on to open quays, and on to the quays of docks and warehouse authorities. We are reminded, however, that dock authorities, upon whom rests the responsibility for the safe custody of goods between discharge from the ship and delivery to the consignees, are not always in favour of tallies on discharge. It is asserted, however, that goods are often lost while they are in the custody of the dock authority, and it is obvious that if a tally has not been kept on the ship till delivery to the dock company cannot be proved, and the responsibility for loss has to be borne by the shipowner.

That is one point. Another recommendation of the committee is that where holds are open, both in the case of loading and unloading of cargo, there should be a very careful control and supervision exercised by ship's officers or their nominees. Other suggestions are increased care in the issue of goods passes for merchandise removed from docks, and greater stringency in excluding unauthorised persons from entering dock areas.

It is satisfactory to find that the committee has gone into the question with the determination to suggest remedies which can be easily applied to put an end to a really serious evil. If pilferage is suffered to go unchecked it will inflict losses upon shipowners which at any time would have been intolerable, but which under existing conditions will prove a burden too heavy to be borne. All those who are connected with the handling of cargo at any stage from the moment of its reception to its delivery, should study the report of this Chamber of Shipping Committee. We do not hesitate to say that if the precautions suggested are adopted, and it is certain they cannot be ignored, there ought to be a marked reduction in the amount of claims for pilferage which shipping companies are being called upon to bear.

The monetary loss is not, of course, the only aspect of the question which should be taken into account. The disappearance of goods in transit is, apart from the financial standpoint, a reflection on the system by which cargo is checked, upon the honesty of a large body of men, and often a grave inconvenience, associated with loss of custom to the consignor or consignee. The thing which matters is that confidence should be restored among those who consign goods for carriage by sea, and this can only be achieved by full delivery of consignments. There will be general agreement that it could be achieved by the checking of the cargo at every stage of hand-

BANK MEETING.
BANK OF EAST ASIA LTD.

An extraordinary general meeting of the Bank of East Asia, Ltd., was held at its registered office, No. 2, Queen's Road Central, at 3.30 p.m., on Saturday for the purpose of considering the following subjoined resolution:

"123 (a) The Directors may from time to time pay to the members such interim dividends as in their judgment the position of the Company justifies."

That article 91 of the Articles of Association of the Company be altered by deleting the word 'eleven' in the third line thereof and by adding the word 'fifteen' in place thereof."

The meeting was presided over by Mr. Fung Wai Ting, and there were present the Directors of the Company and a number of shareholders.

The Chief Manager, Mr. Kan Tong Po, having read the notice convening the meeting, the Chairman said: "Gentlemen, the subjoined resolution which we are to consider to-day has been made known to you for some time through the notice convening the meeting, and I trust it has your mature consideration. Now, before I move its adoption, I wish to explain to you why such a resolution is necessary. The increased volume of our business has necessitated an increase of our banking capital after June 30, 1921, and it is our intention to balance our accounts on that date, and to distribute among the present shareholders a dividend out of the profits of the current year. But the distribution of dividend in the middle of the year is not stipulated in the Articles of Association, so that it is necessary for a revision of the said Articles in order that the Directors may be empowered to do so. Hence the first part of the subjoined resolution. The second part of the resolution is proposed because, concurrent with the increase of capital, it is necessary to enlarge the Board by the creation of a few more Directors to represent the interest of the shareholders, and it is our intention to increase the number up to fifteen. I now propose that the subjoined resolution be adopted as proposed."

The motion, on being seconded by Mr. Chow Shou Son, was unanimously carried.

The meeting concluded with the announcement by the Chairman that the resolution thus passed will be submitted for confirmation as a special resolution to a further extraordinary general meeting to be held at 3 p.m. on Saturday, June 25.

ling. If this is done, then if thefts do take place the period at which pilferage occurs can be definitely ascertained, and the responsibility placed upon the right shoulders.

Until now, owing to great measure to laxity of control, shipowners have losses for which they were not responsible. Reference was made to this subject in the report of the Imperial Shipping Committee, and it was there stated that pilferage was admitted not to be so great on ships or by shipowners' servants as by stevedores, dockers, and others on shore. The decision of the English underwriters not to pay more than 75 per cent. of claims arising from pilferage led to some improvement in the precautions taken, and the report of the Chamber of Shipping Committee is likely to lead to still greater care being exercised to prevent theft. It will not always be easy, however, to exercise rigid control over stowage and discharge in foreign ports, and it should also be borne in mind that some English port authorities require control of the ship to be given up to them while in dock. These difficulties must not be under-rated.

GENERAL NOTES.

The Pacific Mail s.s. "Colombia" which left this port for San Francisco on Saturday is on her last voyage to Hongkong, having been replaced along with her sister ships the "Ecuador" and the "Venezuela" by the large Shipping Board vessels allotted to the Company.

Salvage operations for refloating the "Allenburg," which foundered off Falloeden Shoal on September 3 last year, were resumed last week. As the weather and sea are now favourable for the work it is anticipated that the salvage operations have some chance of meeting with success.

DAIRY FARM NEWS.

JUST RECEIVED

consignment of Smoked Fish direct from the

SCOTTISH FISHERIES

Fillets,
 Haddocks,
 Kippers.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

THE DRAGON MOTOR CAR CO.

South China Agents for Locomobile, Mercer, Chandler, Cleveland, Hudson, Essex and Dodge Cars.

REDUCED RATES FOR MOTOR CAR HIRE.

Effective from this date we beg to announce reduced rates for motor car hire in Hongkong and Kowloon. Following are the new charges—

SMALL CAR

Seating 4 besides chauffeur.....\$5 per hour
 Waiting.....\$1.00 per hour

LARGE CAR

Seating 6 besides chauffeur.....\$7 per hour
 Waiting.....\$1.50 per hour

LARGE CAR

Seating 6 besides chauffeur,
 Locomobile or Marmon cars.....\$8 per hour
 Waiting.....\$1.50 per hour

SEDAN (CLOSED) CAR

Seating 4 besides chauffeur.....\$6 per hour
 Waiting.....\$1.00 per hour

GARAGES

In Hongkong at 24 Des Voeux Road Central, and
 157-158 Praya East. Phone 483 & 8552.

In Kowloon at 26 Nathan Road. Phone 482 or K. 226.

PHONE, WRITE or CALL.

June 8th, 1921.

SUPERSTITIONS.

LUCKY BONES.

Did you ever carry a "lucky bone" in your pocket? Many people have, and many people die. In the eastern coast of the United States, and Canada the lucky bone is the small, serrated bone found in the head of the cod in the Middle Western States it is the small bone found in the head of the gar. The lucky bone not only brings good fortune but in some sections is supposed to have a therapeutic value as a preventive of cramps—a most valuable pocket-piece. In southern Europe a fish of silver, or some other material, is worn as a charm against evil eye and other malevolent influences—as a lucky amulet. But a bone from a fish's head is just as efficacious and much less ostentatious.

The head being the centre of the fish's mystic life, the little bone in it is well calculated to represent the fish, being its least probable part and calculated to retain, therefore, most perfectly the qualities inherent in that body of which it once formed a portion. That, strange, magic association by which primitive man

considered the hair, nails, and teeth of a man to retain after severance from him a portion of the characteristics of their former possessor, works with regard to the little bone from the head of the fish. Now the fish, from most ancient times, was the symbol of the reproductive power of water. Water on the fields made the corn grow—gave life to vegetation. A creature that lived in water, like the fish, was an obvious symbol of the reproductive power of the element in which it lived—which had, apparently, given it birth. Isis, as the goddess of reproduction, the "Mother of the World" was intimately associated in Egyptian statues and painting with the fish and frequently wears one upon her head instead of the usual disc and horns. The lucky bone has a very ancient and respectable descent.

SAFE SURE ALWAYS CURES. Do not suffer from cramps, colic, or other ailments. Carry a "lucky bone" in your pocket. It is the most efficacious and safe remedy for all these ailments. For sale by all chemists and druggists.

BRINGING UP FATHER.



